 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	6 th March 2024
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	6	WARD: BAN – Banstead Village

APPLICATION NUMBER:	23/02214/F	VALID:	06/11/2023
APPLICANT:	Mrs. J. Lynch-Rigby	AGENT:	White & Sons
LOCATION:	LAND REAR OF 19 CROYDON LANE BANSTEAD SURREY SM7 3BW		
DESCRIPTION:	The removal of 9 buildings and erection of a replacement commercial building to comprise of light industrial (Use Class E) units with associated parking and landscaping. As amended on 21/11/2023 and on 29/01/2024		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application is referred to Committee in accordance with the Constitution as the proposed development exceeds the threshold of 250sqm of gross external floorspace.

SUMMARY

This is a full application for the demolition of nine buildings and the erection of a single replacement building, with associated parking and landscaping, for the purposes of light industrial use (Use Class E) on land to the rear of no. 19 Croydon Lane in Banstead.

The existing site comprises 9 separate single storey buildings of varying floor area, volume and permanence. The site is located to the south of Croydon Lane with an area measuring 0.46 hectares. The site is situated behind a residential bungalow, 19 Croydon Lane, which is occupied by the applicant and is accessed from a single-track lane shared with the property. The existing site is made up of a series of commercial buildings that benefits from a certificate of lawfulness for the storage and restoration of vintage vehicles.

Croydon Lane is predominantly residential in character, interspersed with commercial and agricultural uses. The site sits within the Metropolitan Green Belt. To the north of the site lies the residential bungalow of no. 19 Croydon Lane and the A2022 highway. To the west lies the curtilage of no. 18 Croydon Lane which features a series of outbuildings against this shared plot boundary. To the east is the residential dwelling

of no. 20 Croydon Lane with outbuildings and polytunnels extending to the rear. The rear (south) of the site is undeveloped and open.

The proposed building would be utilitarian in nature and has been deliberately designed to be functional to meet the needs of occupiers of an industrial building. It would be relatively low in profile, be well set back from the main highway, and result in an overall reduction in footprint across the site.

The cumulative volume of the nine extant buildings to be removed is 3,460.64m³. The proposed replacement building would have a volume of 2,890.30m³, resulting in a reduction of 571m³ (16%). The internal floor areas will also result in a reduction from 1,130m² to 669m² (41%).

The site comprises previously development land and relative to the existing site layout, it is not considered the proposed development would incur an adverse impact on the openness of the Green Belt. The new building would not be materially larger than the built form being removed. The proposal would condense the disparate nature of the current site layout. It is considered that the reduced footprint and volume mitigates the increased overall height of the new building. The scheme therefore constitutes appropriate development within the green belt and there is no in principle objection to the proposal in this regard.

The appearance and use of the new single purpose-built commercial building would conform to the character of the area, reflecting the general pattern of development that already exists.

The relationship with neighbouring properties would be acceptable and it would not be overbearing in nature. The new built form would not appear oppressive or overbearing nor give rise to an unacceptable loss of light or outlook to nearby residential occupiers. The existing buildings benefits from a certificate of lawfulness for the storage of 40 vintage and historic cars, motorcycles, antique furniture, including restoration within buildings. It was observed during a site visit that the extant use is consistent with this lawful use. It is acknowledged that light industrial use (Use Class E (g(III))) may incur additional noise/disturbance. However, due to separation distances, existing relationship and nature of the proposed use, it is not considered that the proposal would give rise to unacceptable impacts on the amenities enjoyed by nearby occupiers. Permitted development rights would be restricted so the use of the unit would be restricted to 'light industrial' use (which can be carried out in any residential area without causing detriment to the amenity of the area).

The development would be acceptable with regard to parking matters. A total of 22 spaces would be provided for the development which requires maximum standards to be applied. The proposal has been reviewed by the Highway Authority, who are satisfied that there would be ample space for turning and manoeuvring of vehicles within the site.

The scheme would provide some additional landscaping which would improve rural the character of the site, and there would be opportunity to secure some biodiversity benefits by condition.

Surrey County Council has reviewed the proposed drainage scheme and is satisfied subject to conditions.

In conclusion the scheme is considered to be acceptable, subject to conditions, with regard to impact on the openness of the Green Belt, design and impact on the character of the area, neighbour amenity, highway matters, landscaping, impact on trees and ecology, surface water drainage, contamination and sustainable construction measures.

RECOMMENDATION(S)

Planning permission is **GRANTED** subject to conditions.

Consultations:

Surrey County Council Highway Authority: No objection on highway safety, capacity and policy grounds subject to conditions.

Surrey Wildlife Trust: No objection subject to conditions in relation to pre-commencement Sensitive Lighting Management Plan, Landscape and Ecological Management Plan and Tree Protection Plan.

NatureSpace: No objection subject to condition relating to pre-commencement Precautionary Working Method Statement for great crested newts.

Tree Officer: No objection subject to Tree Protection Plan condition.

Regulatory Support Services: No objection subject to conditions relating to hours of use, removal of permitted development rights (for change of use) and submission of a scheme of noise insulation and mitigation prior to commencement of operation.

Contaminated Land Officer: No objection subject to conditions relating to pre-commencement asbestos removal strategy and contaminated land remediation strategy.

Surrey County Council Minerals and Waste Policy Team Leader: No objection subject to pre-commencement condition relating to submission of a Site Waste Management Plan.

Policy & Community Initiatives: No response received.

Surrey County Council SuDS (LLFA): No response received.

UK Power Networks: No response received.

Sutton And East Surrey Water Company: No response received.

Banstead Village Residents Association: No response received.

Woodmansterne Greenbelt And Residents Association: No response received.

Representations:

Letters were sent to neighbouring properties on the 8th November 2023. A site notice was also posted on the 20th November 2023.

One letter of representation objecting to the proposal has been received. The following issues have been raised in the objection:

Issue	Response
Harm to Green Belt/countryside	See paragraphs 6.5 – 6.17

Harm to wildlife habitat	See paragraphs 6.39 – 6.44
Inadequate parking	See paragraphs 6.33 – 6.34
Increase in traffic and congestion	See paragraph 6.34
No need for the development	Not a material planning consideration
Out of character with surrounding area	See paragraphs 6.19 – 6.21
Poor design	See paragraphs 6.19 – 6.21

1.0 Site and Character Appraisal

- 1.1 The application site is on the southern side of Croydon Lane (A2022), sited to the rear of no. 19 Croydon Lane, a residential bungalow. The site is within the designated Metropolitan Green Belt.
- 1.2 The application site is rectilinear in shape, measuring 0.46 hectares, with shared access off Croydon Lane with no. 19, set within a semi-rural setting to the northeast of Banstead. The existing site encompasses 9 No. separate single storey buildings used for general storage associated with the lawful vintage vehicle storage and restoration use (allowed at appeal under 04/02271/CLE). The existing site also features an ornamental pond at its eastern flank. Croydon Lane is predominantly residential in character, interspersed with commercial and agricultural uses. The site sits within the Metropolitan Green Belt. To the north of the site lies the residential bungalow of no. 19 Croydon Lane and the A2022 highway. To the west lies the curtilage of no. 18 Croydon Lane which features a series of outbuildings against this shared plot boundary. To the east is the residential dwelling of no. 20 Croydon Lane with outbuildings and polytunnels extending to the rear. The rear (south) of the site is undeveloped and open.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The Local Planning Authority was not approached for pre-application advice prior to the submission of the application.
- 2.2 Improvements secured during the course of the application: Amended plans with increased soft landscaping were received. Further information relating to ecology were supplied at request of Surrey Wildlife Trust. Further information relating to hours of use, and vehicle servicing and access were supplied at request of Regulatory Support Services.
- 2.3 Further improvements could be secured: Additional improvements are to be secured by way of suitably worded conditions and informatives.

3.0 Relevant Planning and Enforcement History

3.1	06/00096/CLP	Certificate of Lawfulness for a proposed use of ancillary building to existing home.	Refused 21 st June 2006
3.2	05/02464/CLP	Certificate of Lawfulness for a proposed new dwelling.	Refused 28 th December 2005
3.3	05/00035/CLP	CLP for proposed Ancillary building and the usage thereof for storage of 15 vintage vehicles.	Refused 18 th February 2005
3.4	04/02271/CLE	Application for a certificate of lawfulness for an existing use of storage and restoration of vintage vehicles.	Refused 18 th November 2004 Appeal Allowed 5 th October 2005
3.5	04/01179/CLE	Application for a certificate of lawfulness for an existing use of storage and restoration of vintage vehicles.	Refused 11 th June 2004
3.6	98/03570/F	Single storey rear extension.	Approved 11 th March 1998
3.7	81P/0948	Single storey rear extension.	Approved 25 th August 1981

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of nine buildings and the erection of a single replacement building, with associated parking and landscaping, for the purposes of light industrial use (Use Class E).
- 4.2 The appearance of the replacement building would be utilitarian and functional, typical for a building of this kind, with the proposed materials comprising box profile steel sheeting finished in 'Juniper Green' with roller shutter doors and a corrugated roof.
- 4.3 The building would be accessed from the existing single-track lane off Croydon Lane. 22 car parking spaces would be set to the south of the building. Seven bicycle bays and five motorcycle bays are also proposed. The parking area would be fitted with two EV charging points and finished with soft permeable surfacing.

- 4.4 Facilities would also be provided for refuse storage to the northern flank of the building. Additional hedge planting is proposed around the perimeter of the parking area and along the rear site boundary.
- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.6 Evidence of the applicant’s design approach is set out below:

Assessment	<p>The application site as been assessed in regard to its existing lawful use.</p> <p>The site is assessed as being located to the rear of no. 19 Croydon Lane, a residential property occupied by the applicant. The existing site comprises 9 separate buildings in lawful commercial operation associated with the storage and restoration of vintage vehicles by virtue of a certificate of lawfulness allowed at appeal (P/04/02271/CLE).</p> <p>The surrounding area is characterised by a ribbon style with there being an eclectic a mix of residential, commercial and agricultural uses served from many of the plots.</p> <p>The site is identified as being located within the Metropolitan Green Belt. There are no Tree Preservation Orders within or close to the site and site is within Flood Zone 1 and so on this basis has a low probability of flooding.</p>
Involvement	No community consultation took place.
Evaluation	The Statement provides further evidence in terms of existing use, surrounding context and urban grain, and landscaping.
Design	The development has been designed to help to reinforce the lawful use of the site by creating a purpose built modern light industrial premises whilst improving the openness of the Green Belt.

4.5 Further details of the development are as follows:

Site area	0.46 Ha
Existing floor area	1130 square metres
Proposed floor area	669 square metres
Existing volume	3460.64 cubic metres
Proposed volume	2890.30 cubic metres
Existing use	Light Industrial and Storage (Class E/B8)
Proposed use	Light Industrial (Class E)
Existing parking spaces	N/A
Proposed parking spaces	22
Parking standard	1 space per 30sq.m of gross floor space. (22 spaces maximum)

5.0 Policy Context

5.1 Designation

Rural Area
Metropolitan Green Belt
Parking accessibility score – 4 (low)

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS2 (Valued Landscapes and Natural Environment)
CS3 (Green Belt)
CS5 (Valued People/Economic Development)
CS10 (Sustainable Development)
CS11 (Sustainable Construction)
CS12 (Infrastructure Delivery)

5.3 Reigate & Banstead Borough Development Management Plan 2019

EMP3 (Employment development outside employment areas)
EMP4 (Safeguarding employment land and premises)
DES1 (Design of new development)
DES1 (Design of new development)
DES8 (Construction management)
DES9 (Pollution and contaminated land)
TAP1 (Access, parking and servicing)
CCF1 (Climate change mitigation)
CCF2 (Flood risk)

NHE1 (Landscape protection)
NHE2 (Protecting and enhancing biodiversity)
NHE3 (Protecting trees, woodland areas and natural habitats)
NHE5 (Development within the Green Belt)
INF1 (Infrastructure)

5.4 Other Material Considerations

National Planning Policy Framework
2023

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Character and Distinctiveness

Design Guide SPD 2021

Climate Change and Sustainable

Construction SPD 2021

Vehicle and Cycle Parking

Guidance 2018

A Parking Strategy for Surrey

Parking Standards for Development

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

6.0 **Assessment**

- 6.1 The application site is currently in use for the storage and restoration of vintage vehicles. The site encompasses nine extant buildings associated with this storage and commercial use. Officers are therefore satisfied that the existing site comprises previously development land within the Green Belt.
- 6.2 The principle of redevelopment on the site is acceptable. In accordance with the NPPF (2023, para. 154), limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings) is considered to be appropriate development in the Green Belt as long the development is not considered to have a greater impact on the openness of the Green Belt than the existing development.
- 6.3 The acceptability of the proposal therefore rests with consideration of its impact on the openness of the Green Belt relative to existing, the design of the development and impact on the character of the area, impact on the amenity of neighbouring properties, transport matters, ecology matters, drainage, contaminated land issues.
- 6.4 The main issues to consider are:

- Impact upon the openness of the Metropolitan Green Belt
- Design appraisal
- Impact on neighbouring amenity
- Impact on employment land and premises
- Highway matters
- Flooding and drainage
- Contaminated land
- Trees and landscaping
- Ecology
- Community Infrastructure Levy (CIL)

Impact upon the openness of the Metropolitan Green Belt

- 6.5 Being within the Green Belt, paragraph 154 of the NPPF applies. This allows for limited infilling or the partial or complete redevelopment of previously developed land (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development. The site meets the definition of previously developed land by virtue of the existing structures and lawful storage and commercial use for the storage and restoration of vintage vehicles.
- 6.6 The test is therefore whether the proposal would have a greater impact on the openness of the Green Belt than the existing development. In this regard, the site comprises a number of buildings, dispersed across the site, some which are substantial in size and scale, and significant areas of hard landscaping.
- 6.7 There is no definitive test by which to consider the openness of the Green Belt. The National Planning Practice Guidance published advice on the assessment of openness in the Green Belt in July 2019. It states that “assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment
- These include, but are not limited to:
- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
 - the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
 - the degree of activity likely to be generated, such as traffic generation.”
- 6.8 As set out in the submitted documents and plans when compared to the existing development the proposal would result in significant reduction in the following measurable factors:

- 461m² (41%) reduction in footprint (currently 1130m², proposed 669m²)
 - 571m³ (16%) reduction in volume (currently 3460.64m³, proposed 2890.30m³)
- 6.9 Based on the submitted plans, there would be a 105m² (9.4%) increase in hard surfacing, from 1116.2m² to 1221.2m².
- 6.10 The new structure would be higher than the existing buildings on site with a maximum ridge height of 5.13m compared to highest unit at 3.82m.
- 6.11 The new building would be sited on the footprint of buildings to be demolished, an area of hardstanding, and a small area of grass measuring 236m² in surface area. Large areas of the site would be returned to grassland. The proposed development would result in an overall net increase in grassland within the site of approximately 152.22m² (6.7%), from 2162.2m² to 2315.42m².
- 6.12 From a visual perspective, the new building is considered to result in an improved sense of openness. The new building would be less visible when viewed from Croydon Lane relative to the existing built form. The most substantial structure currently occupying the site, measuring 561.14m² in footprint and 1666.6m³ in volume and 3.65m height current sits at the end of the access road off Croydon Lane. The new building would be sited east of this existing built form, off-set from the access road with reduced sightlines, behind the residential property at no. 19 Croydon Lane. As such, and notwithstanding the increased height, the visual presence of the structure, when viewed from the highway would be reduced relative to the existing site layout.
- 6.13 From a design point of view, whilst the new building would be higher than the highest extant building, the structure would appear relatively inconspicuous within its setting. No clear unobscured sightlines of the new building would be afforded by virtue of its siting and verdant nature of Croydon Road. The structure itself would be relatively low-profile, utilitarian in appearance, finished with 'Juniper Green' steel cladding. It is not considered that the new building would appear incongruous within its setting.
- 6.14 The development would condense the existing disparate nature of the built form spread across the site, the extant structure of which are considered to be lawful and permanent. The increased bulk, massing and raised height is considered to be satisfactorily overcome by the reduction in floorspace, overall volume and visual prominence from the highway.
- 6.15 The existing lawful use of the site is for the storage and restoration of vintage vehicles. In terms of intensification of the site, it is considered that the proposed development would give rise to an increase in activity when compared to the existing development which is presently low-key but given the substantial footprint and use could be more intensively used than at present. Even considering the increased intensification of the site, it is considered that on the basis of the net reduction in built form and existing use, the development would represent an overall improvement in the

openness of the Green Belt with large areas of the site being returned to grass with greater scope for landscaping and a reduction in encroachment/increase of openness to the rear.

- 6.16 Taking all of the above factors in to account it is considered, the development of this previously developed land would not have a greater impact on the openness of the Green Belt than the existing development and would accord with paragraph 154 of the NPPF. Conditions are recommended by way of tree protection and additional planting to limit the impact on openness of the proposed development.
- 6.17 For these reasons, the development would constitute appropriate green belt development and would therefore accord with Policy NHE5 of the Development Management Plan 2019, Core Strategy Policy CS3 and the NPPF. Given the specifics of the case where the scheme as proposed is not considered to have a greater impact on the openness of the Green Belt than the existing development it is considered that it is necessary and reasonable condition the requirement of an acceptable landscaping scheme to ensure that the development continues to have an acceptable impact on the openness of the green belt and visual amenities of the site and surrounding area.

Design Appraisal

- 6.18 Policy DES1 of the Development Management Plan 2019 (DMP) requires development to have due regard layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.19 The design of the proposed replacement building of purpose-built utilitarian appearance that would be expected of this type of use. The building would measure 36.6m in width, 18.28m in length, 3.5m in height to eaves and 5.13m in height to ridge. The building would be divided into four divisions. The building itself would be constructed with composite box profile cladding on the exterior that will be finished in Juniper Green. The design of the roof profile will be gabled with this being arranged as a series of valleys. The building also features rooflights to allow natural light into the units. It is considered that the overall appearance of the building would be sympathetic to the setting of the locality. There are a variety of commercial and former agricultural buildings situated along Croydon Lane. As such, from a character perspective the building would not conflict with the general pattern of development that already exists.
- 6.20 The disparate hotchpotch layout of the existing site would be improved by the scheme, condensed to a single building with parking to rear. The parking area would be finished with loose permeable material and additional planting is welcomed. The set back position of the proposed building behind 19 Croydon Lane compared to the existing would serve to reduce further the visual impact of the proposed building within the street. The building would be appropriately

spaced to the side boundaries and would not appear unacceptably cramped or overdeveloped. The appearance of the building would not appear incongruous or out of character within its setting.

- 6.21 On the basis of the above considerations, it is considered that the proposed building would be acceptable in terms of its design, would not negatively impact on the appearance of the area and would comply with Policy DES1 of the Development Management Plan 2019 (DMP).

Impact on neighbouring amenity

- 6.22 Policy DES1 of the DMP requires development to not have an adverse impact upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.23 The proposed building would be in closest proximity to no. 19 Croydon Lane. The new building would be sited 11m from the north and east site boundaries. The rear elevation of no. 19 Croydon Lane is distanced 37.6m from the proposed building. The rear elevation of no. 18 Croydon Lane is 43.7m at its closest point. The rear fenestration of no. 19 Croydon Lane would face towards the side elevation of the new building.
- 6.24 Due to the separation distances, the proposed development would not appear unduly overbearing or oppressive nor result in an unacceptable loss of light to surrounding occupiers. The structure would be single storey and windows would be restricted to roof-level rooflights solely affording oblique views of the sky. It is not therefore considered that the development gives rise to overlooking or loss of privacy.
- 6.25 In terms of noise and disturbance, it is acknowledged that the proposed development may rise to impacts in this regard. The Council's noise consultants, Regulatory Support Services have been consulted for comment on the scheme. It is acknowledged that Use Class E is compatible with residential uses. Use Class E (iii(industrial processes)) stipulates that the use of the development is required to be carried without detriment to the amenity of the area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. It is considered reasonable and necessary to condition the requirement of a noise impact assessment prior to use, restrict hours of operation, and remove permitted development rights for the structure to be converted into any other use class without the need of planning permission.
- 6.26 In terms of impact during construction the proposal would undoubtedly cause some disruption to the nearby properties however the site is more than capable of containing all construction parking and activities within it and environmental health regulations exist if noise nuisance and other pollution issues became a problem during construction.
- 6.27 Given the existing use and extant built form of the application site, and subject to the above-mentioned conditions, it is not considered that the proposal

would give rise to an unacceptable impact on the amenity of neighbouring properties and would comply with the provisions of DMP policy DES1 in this regard.

Impact on employment land and premises

6.28 Policy EMP3 of the DMP “1. Planning permission will be granted for employment uses (excluding all Class A uses other than A2) provided:

a. the proposal would not harm the character of the building or surrounding area.

b. there would be no harm to the amenity of neighbouring properties/occupants through impacts such as noise, odour, fumes, litter, general disturbance and late night activity.

c. the type, scale and intensity of the proposed business activity is appropriate to the locality and the accessibility of the site.

d. sufficient on-site, off-street parking is available to cater for both the business use and, where relevant, any remaining residential use.

6.29 The policy goes on to state that through the use of conditions, the Council may limit the type and level of activity, including hours of work, of any such employment uses. As discussed above, it is not considered that the proposed development would harm the character of the application site or surrounding area. In addition, subject to conditions restricting hours of, removal of permitted development rights, and submission of a noise assessment, the proposal is not considered to adversely impact upon the amenity of neighbouring occupants. The scale, type and intensity if considered appropriate to the nature of site and character of the wider area. Relative to the scale of the proposed building and its light industrial use, it is also considered that adequate on-site parking provision would be provided without impeding the parking provisions of nearby residential properties. Accordingly, it is not considered the development proposal would contravene the purposes of DMP policy EMP3.

6.30 Policy EMP4 resists the loss of employment land and premises. It recognises the importance of safeguarding viable employment land and premises, whilst also recognising the requirements of national policy that such land and premises should only be protected if there is a reasonable prospect of employment use. The policy expects development proposals within existing employment land and premises to comply with the following criteria:

1. The loss of employment land and premises will only be permitted if:
 - a. it can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use (see Annex 3 for information on what will be required to demonstrate this); or

- b. the loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of employment accommodation; or
 - c. the proposal would provide a public benefit which would outweigh the loss of the employment floorspace.
 2. Where loss is justified under (1) above, proposals for non-employment uses will only be permitted if they would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality.
- 6.31 The site itself it to remain in employment use, however there would be a loss of employment floorspace. As such, it is considered necessary to assess the proposal against policy requirement 1(b). The quantitative impact on employment space would be negative. However, due to the ramshackle nature of the extant buildings, it is considered that the proposal would provide a demonstrable qualitative improvement in suitability of employment accommodation. As such, it is not considered that the proposal improve the employment space and would thereby accord with the provisions of DMP policy EMP4.

Highway Matters

- 6.32 Policy TAP1 of the DMP requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.33 The site would continue to be accessed off Croydon Lane (A2022). The site is within an area of low accessibility as defined with DMP. For non-residential development, maximum parking standards apply. For light industrial buildings such as that being proposed the maximum standard is one space per 30sq.m of gross floor area which would equate to 22 spaces maximum. It is proposed to provide a total of 22 car parking spaces to the south of the proposed structure. Provision for bicycle (7 bays) and motorbike (5 bays) are also proposed in addition to two EV charging points. However, a condition would be attached stipulating that five parking spaces shall be proved with fast EV charging points. A condition would also be attached requiring a public transport information pack to encourage sustainable travel options.
- 6.34 The proposal has been reviewed by the County Highway Authority (CHA) and they are satisfied with the parking arrangement and that larger vehicles can be manoeuvred within the site. Tracking plans have been submitted which demonstrate that refuse vehicles would be able to enter the building, and then manoeuvre within the site in order to leave the site in a forward gear. The CHA has reviewed these plans and have raised no objection. The CHA have also recommended submission of a Construction Transport Management Plan prior to development which will form a condition attached with any grant of planning permission. Accordingly, and subject to conditions, the scheme is

considered to have acceptable highways impact and comply with Policy TAP1 of the DMP.

Flooding and drainage

- 6.35 The site according is located within Flood Zone 1 and is therefore at the least risk of fluvial flooding and does not require a site specific flood risk assessment or any further mitigation measures. The sewage capacity for the site would be assessed at building control stage, no objection has been raised by the local water company.
- 6.36 In terms of surface water flooding and drainage, no drainage information has been provided at the application stage. In order to meet the requirements of policy CCF2 a condition is recommended to secure a suitable scheme of drainage.

6.37 Contaminated Land

- 6.38 Given the former previous uses that have taken place over the years and history of the site, the potential for ground contamination to be present on and/or in close proximity to the site has been identified. Where a site is known to be contaminated, Policy DES9 of the DMP requires appropriate investigation, and where necessary mitigation and/or remediation where this is required. The application has been reviewed by the Councils' Contaminated Land Officer, who has recommended conditions and informatives with regard to site investigation and remediation. Subject to compliance with these conditions the scheme would be acceptable with regards to Policy DES9 of the DMP.

Trees and Landscaping

- 6.39 The application site does not contain any protected trees by way of Tree Preservation Order. The site is characterised by mature trees along the east and west boundaries. Interspersed between the extant structures and hardstanding, the site primary comprises grass with some dispersed shrubs. As established above, the proposed development would result in an overall reduction in development footprint and incur a net increase in grassland. Further planting is proposed to the rear of the site and around the permitter of the parking area. The parking area itself would comprise softer permeable loose surface treatment. It is considered the proposal would not be detriment to the verdant character of Croydon Lane or openness of the Green Belt. The Council's Tree Officer is satisfied the proposed development would not result in an unacceptable impact upon the mature trees which line the perimeter of the application site. Nevertheless, a pre-commencement condition stipulating the requirement of a Tree Protection Plan is considered necessary in the interests of preserving the mature trees and the natural screening they provide. Subject to compliance with this condition, the scheme would be acceptable with regard to tree and landscape matters and would comply with policy NHE3 of the DMP.

Ecology

- 6.40 The site is within an area of moderate habitat suitability (green impact risk zone) for the presence of great crested newts. The application site also features a modest ornamental pond at its eastern flank. Policy NHE2 of the of the DMP 2019 requires all development to:
- a. retain and enhance other valued priority habitats and features of biodiversity importance; and
 - b. be designed, wherever possible, to achieve a net gain in biodiversity. Where a development will impact on a priority habitat or species, or protected species, and mitigation cannot be provided on site in an effective manner, developers may be required to offset the loss by contributing to appropriate biodiversity projects elsewhere, in a location agreed with the Council.
- 6.41 A Preliminary Ecology Appraisal was submitted in support of the application. The findings of the report conclude that the proposed works would not have an unacceptable on the habitats within the site. The site has low potential to support nesting birds, hedgehogs and foraging and commuting bats and badgers. Precautionary mitigation, through reasonable avoidance measures has been outlined which will ensure that should individual or low numbers of reptiles be present, they will not be harmed during the works. Mitigation has been recommended to minimise potential impacts on other protected/notable species. Enhancements have been recommended that should be incorporated into the design to improve the overall value of the site for wildlife.
- 6.42 Surrey Wildlife Trust were consulted for comment on the scheme. Subject to pre-commencement conditions relating to the submission and approval of a Sensitive Lighting Management Plan, Landscape and Ecological Management Plan, and a Tree Protection Plan, in addition to general recommendations for biodiversity enhancements, Surrey Wildlife Trust raise no objection to the proposal.
- 6.43 Consultation advice was also received from NatureSpace. There are two ponds within of the site. One ornamental pond situated on-site and another identifies 125m north of the site boundary. NatureSpace are satisfied that the site has been assessed by a suitably qualified ecologist and have deemed precautionary measures that would be appropriate to reduce the risk onto great crested newts and/or habitats to a suitable level. A condition stipulating the submission and approval of a suitable Precautionary Working Methods Statement for great crested news prior to development shall be attached. Subject to accordance with this condition, NatureSpace raise no objection to the proposed development.
- 6.44 Subject to accordance with the above-mentioned ecology conditions, the scheme would therefore be acceptable and would comply with Policy NHE2 of the DMP.

Community Infrastructure Levy (CIL) and contributions

- 6.45 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It raises money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and the exact amount would be determined and collected after the grant of any planning permission.
- 6.46 Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which states that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development.
- 6.47 As such only contributions that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on. No such contributions have been requested in this case.

CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date Received
Landscaping Plan	3342-PL-L1		07.11.2023
Site Layout Plan	3342-PL-S2a		21.11.2023
Existing Plans	3342-PL-E2		26.10.2023
Location Plan	3342-PL-L1		26.10.2023
Existing Plans	3342-PL-E1		26.10.2023
Existing Plans	3342-PL-E3		26.10.2023
Site Layout Plan	3342-PL-S2		26.10.2023
Proposed Plans	3342-PL-P1		26.10.2023
Other Plan	3342-PL-T1		26.10.2023
Other Plan	3342-PL-T2		26.10.2023

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

3. The materials to be used in the construction of the external surfaces of the development shall be constructed in accordance with the materials as specified within the application and there shall be no variation without prior approval and agreement in writing with the Local Planning Authority.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. No development shall commence including groundworks until a detailed Tree Protection Plan (TPP) shall be submitted to and approved in writing by the local planning authority. The TPP shall contain details of the specification and location of tree protection (barriers and/or ground protection) and any construction activity that may take place within the protected root areas of trees/hedges shown, where retained on the TPP. The tree protection measures shall be installed prior to any development works and will remain in place for the duration of all construction works. The tree protection barriers/ground protection shall only be removed on the completion of all construction activity, including hard landscaping. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction - Recommendations' and policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

5. A scheme of noise insulation and mitigation to manage noise impacts from within all class E g (ii) and g (iii) research and light industrial units shall be designed to meet the standard of NR25 within neighbouring noise sensitive premises. The scheme shall demonstrate suitable mitigation of internal noise levels of 88dBA LAmax from individual noise sources and a representative workshop source noise 75dBA LAeq (5 minutes) and shall show supporting evidence for these noise targets. The noise impact assessment and scheme of noise management shall be submitted to and approved in writing by the local Planning Authority and shall be implemented as approved prior to commencement of operation of the approved unit. All work must be carried out by a suitably qualified person and measures as approved shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: To ensure that the development does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

6. The use hereby permitted shall only be carried out between 08.00hrs to 18.00hrs Monday to Friday, 10:00hrs to 17:00hrs on Saturdays and 10.00hrs to 17.00hrs on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To control activity in the interests of neighbouring residential amenities with regard to Reigate and Banstead Borough Development Management Plan 2019 policy DES1.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), and Use Classes Order (or any Order revoking and re-enacting that Order with or without modification) the units hereby approved shall be occupied for purposes falling within Use Class E (g) (iii) (any industrial processes) only and shall not be subdivided or used within any other use without the prior written consent of the Local Planning Authority.

Reason: To ensure that the development does not affect the amenity of neighbouring properties and cause undue impact on the safe operation of the highway with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and TAP1.

8. No development, other than demolition and site clearance, shall commence until a strategy for the disposal of surface and foul water (surface water drainage scheme) is submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement

on SuDs. Details of drainage management responsibilities and maintenance regimes for the drainage system must also be included. The works shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the site is satisfactorily drained and in order to protect water and environmental quality with regard to Policy CS10 of the Core Strategy 2014, Policy CCF2 of the Development Management Plan 2019 and the NPPF.

9. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and improved in writing by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the above referenced report and should include, but not be limited to following:
- a) Description and evaluation of features to be managed
 - b) Ecological trends and constraints on site that might influence management
 - c) Aims and objectives of management
 - d) Appropriate management options for achieving aims and objectives
 - e) Prescriptions for management actions, together with a plan of management compartments
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period
 - g) Details of the body or organisation responsible for implementation of the plan
 - h) Ongoing monitoring and remedial measures
 - i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
 - j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

10. No external lighting shall be installed on the building hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowling of lights, and the strength of illumination, accompanied by a light coverage diagram, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area and neighbouring residential amenities and protect biodiversity with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES9 and NHE2 of the Reigate and Banstead Development Management Plan 2019.

11. No development shall take place until a Precautionary Working Methods Statement for great crested newts written by a suitably qualified ecologist has been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out in accordance with the approved mitigation measures when approved.

Reason: To minimise the impacts of development on biodiversity and to ensure that any potential impact to protected species is adequately mitigated, in accordance with paragraphs 179 to 180, section 15 of the NPPF and policy NHE2 of the Development Management Plan 2019.

12. No development, other than demolition and site clearance, shall commence until a Biodiversity Enhancement Plan, demonstrating how the development will provide biodiversity enhancements measures and biodiversity net gain informed by the submitted PEA report (dated April 2023) and the recommendations set out within the Surrey Wildlife Trust comments, has been submitted to and approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site.

The measures within the approved Biodiversity Enhancement Plan shall be implemented before first occupation of this development, unless otherwise stated within the agreed plan, and shall thereafter be maintained/monitored in strict accordance with the approved details.

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and Reigate and Banstead Development Management Plan 2019 policy NHE2.

13. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre- demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers. The scheme must be written by a suitably qualified person and shall be submitted to the LPA and must be approved prior to commencement to the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 policy DES9 and the NPPF.

14. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has

submitted an appropriate remediation strategy to the Local Planning Authority and the written approval of the Local Planning Authority has been received. The strategy should detail how the contamination shall be managed.

The remediation strategy shall be implemented in accordance with such details as may be approved and a remediation validation report shall be required to be submitted to Local Planning Authority to demonstrate the agreed strategy has been complied with. Should no ground contamination be readily identified during the development, confirmation of this should be provided in writing to the Local Planning Authority.

Reason: To comply with the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

15. Prior to the commencement of any construction and demolition activities (including any groundworks), a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. The SWMP shall include details of:
 - (a) any waste generated by construction, demolition and excavation activities is limited to the minimum quantity necessary; and
 - (b) opportunities for re-use and recycling of construction, demolition and excavation waste on the application site are maximised.

Only the approved details shall thereafter be implemented during the construction of the development.

Reason: To comply with Policy 4 of the Surrey Waste Local Plan 2020 and the provisions of Reigate and Banstead Development Management Plan 2019 Policy CCF1 and Reigate and Banstead Core Strategy 2014 Policy CS11.

16. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan numbered 3342 PL T1 for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

17. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors;
 - (b) loading and unloading of plant and materials;
 - (c) storage of plant and materials;
 - (d) programme of works (including measures for traffic management) provision of boundary hoarding behind any visibility zones;

- (e) HGV deliveries and hours of operation;
- (g) vehicle routing;
- (h) measures to prevent the deposit of materials on the highway; and
- (k) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

18. The development hereby approved shall not be occupied unless and until 5 of the car parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and another 5 of the car parking spaces are provided with an electric supply to retrospectively fit an electric vehicle charging point in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

19. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

20. No development shall take place above slab level until a scheme for the hard and soft landscaping of the site has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including specialised urban planting pits, cultivation and other

operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.org.uk.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
3. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and

(g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

4. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
5. The applicant site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. As a result there is the potential of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local Planning Authority should be contacted promptly for further guidance.
6. In seeking to address and discharge the "contamination remediation" condition above, the applicant's attention is drawn to the fact that the application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land.

Visual and olfactory evidence of contamination can take many forms including hydrocarbon or solvent odours, ash and clinker, buried wastes, burnt wastes/objects, metallic objects, staining and discolouration of soils, oily sheen on ground water and fragments of asbestos containing materials (ACMs) (Note: this list is intended to be used as a guide to some common types of contamination and is not exhaustive).

7. The developer is advised that if the building is identified to contain asbestos within the building fabric they should produce a mitigation plan to reduce any potential risks to construction workers and future occupiers. For further information see the Council's website or contact Environmental Protection at the Council.

http://www.reigate-banstead.gov.uk/info/20060/environmental_health/712/asbestos

8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

9. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
10. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
11. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

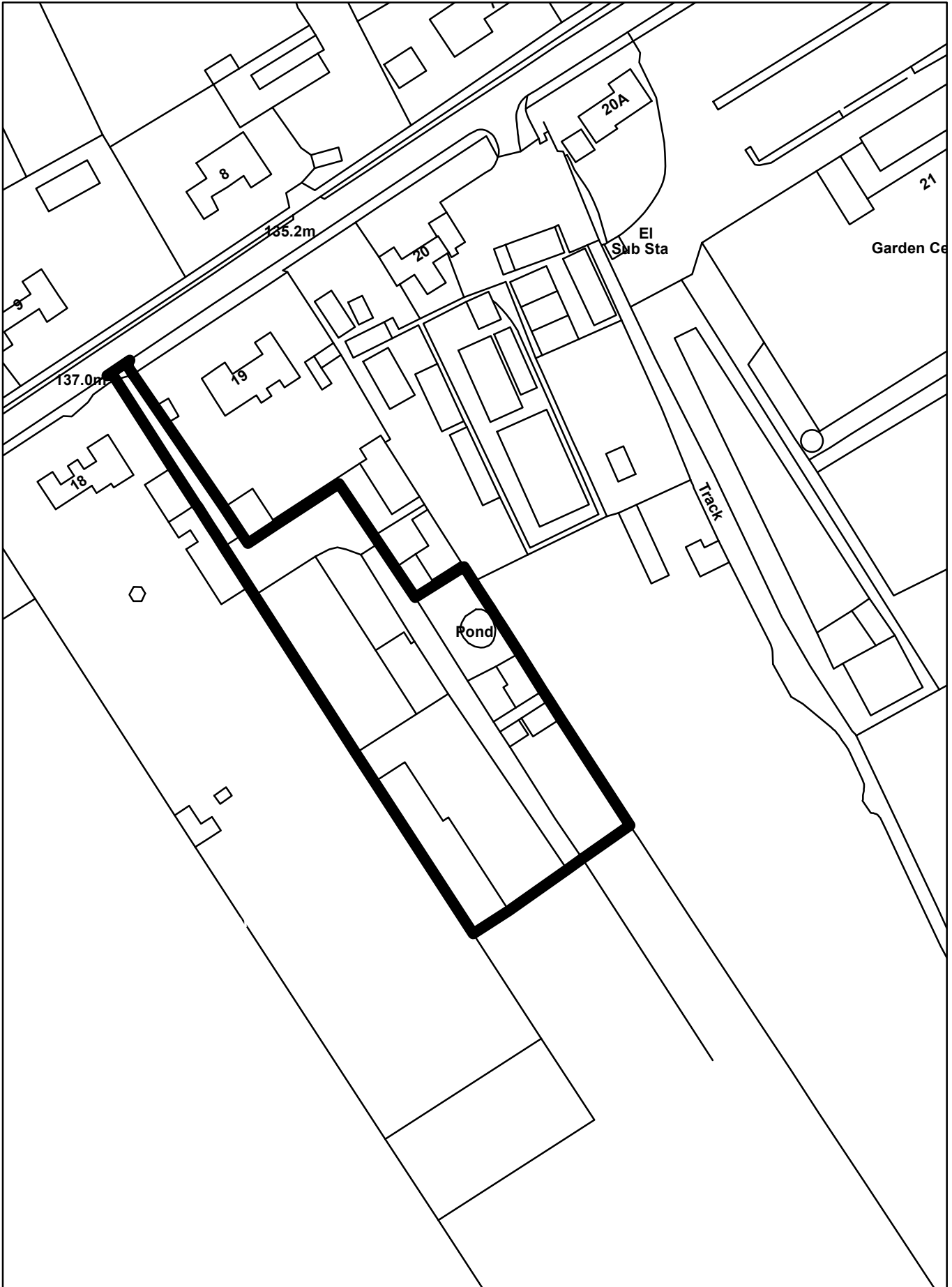
REASON FOR PERMISSION

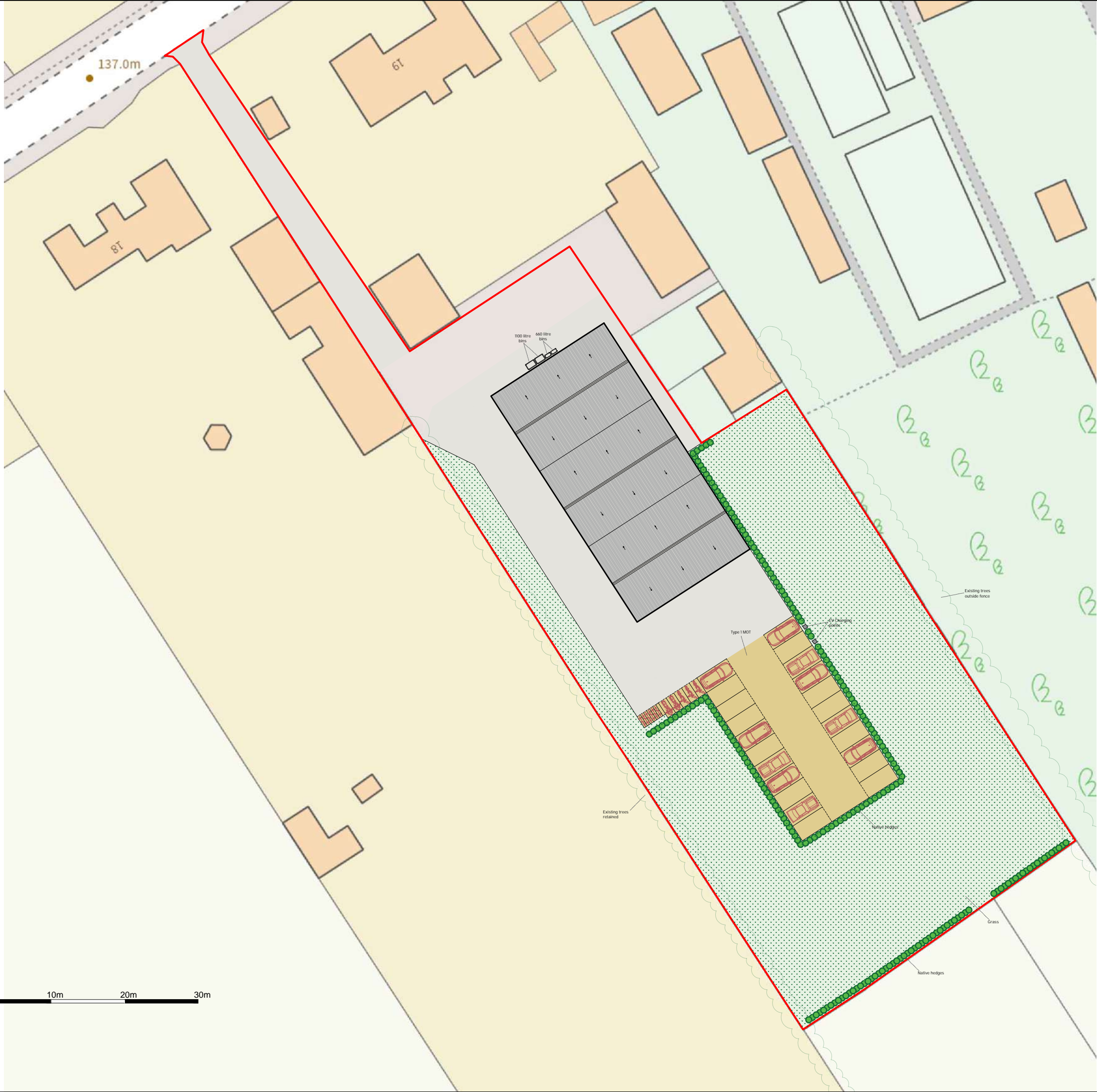
The development hereby permitted has been assessed against development plan policies EMP3, EMP4, DES1, DES8, DES9, TAP1, CCF1, CCF2, NHE1, NHE2, NHE3, NHE5, INF1 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

23/02214/F Land Rear Of 19 Croydon Lane
Banstead Surrey SM7 3BW





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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Proposed Block Plan
+ Landscape Plan

Status: Planning

Scale: 1:500 @ A3

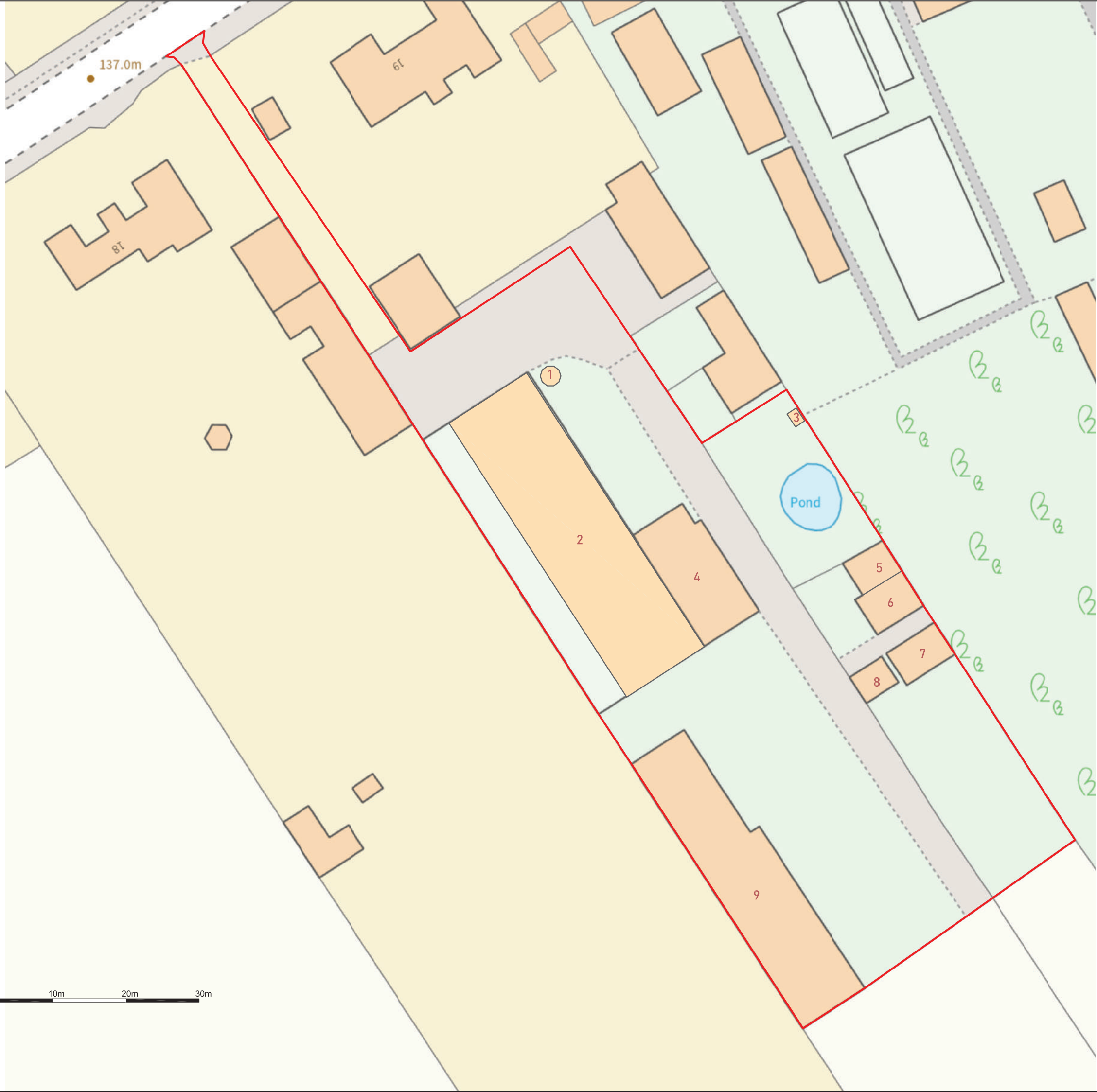
Drawing no: 3342-PL-S2a

Prepared by: Murshed Ahmed Rinku
BArch MScURP

Date: 20-Nov-2023



0m 10m 20m 30m



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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Existing Site Plan

Status: Planning

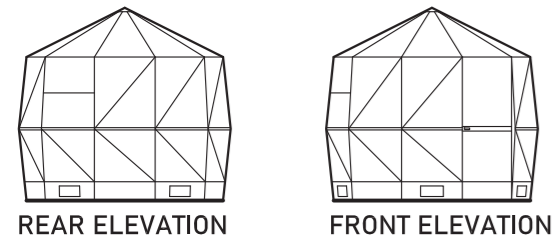
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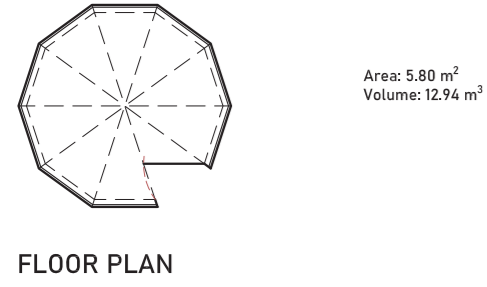
Prepared by: Murshed Ahmed Rinku
BArch MScURP

Date: 04-Jan-2023





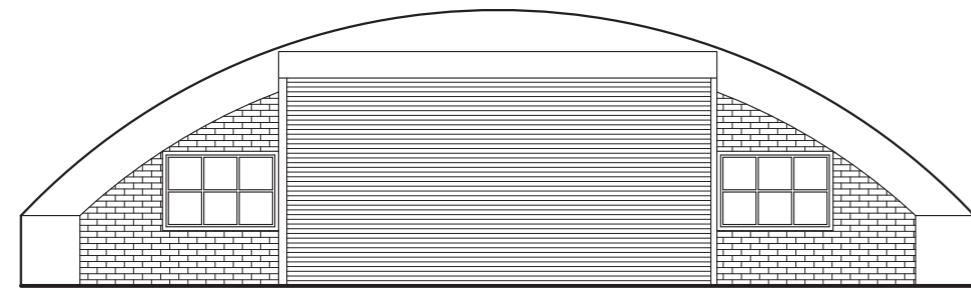
REAR ELEVATION FRONT ELEVATION



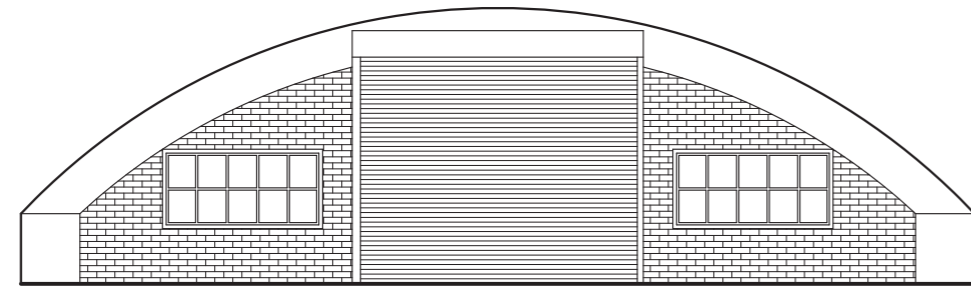
Area: 5.80 m²
Volume: 12.94 m³

FLOOR PLAN

1

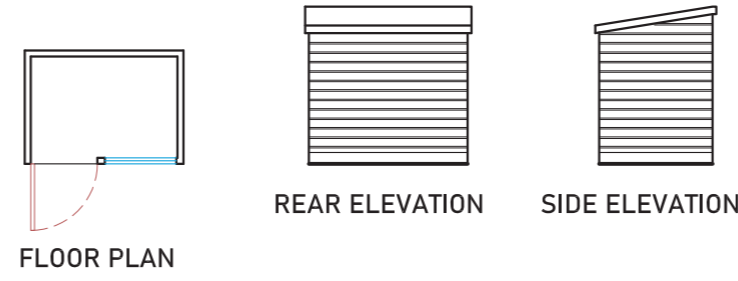


FRONT ELEVATION



REAR ELEVATION

2



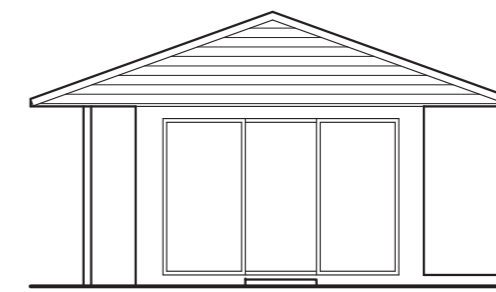
FLOOR PLAN REAR ELEVATION SIDE ELEVATION



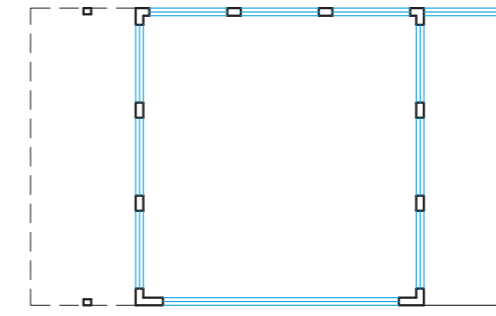
FRONT ELEVATION SIDE ELEVATION

Area: 3.15 m²
Volume: 6.18 m³

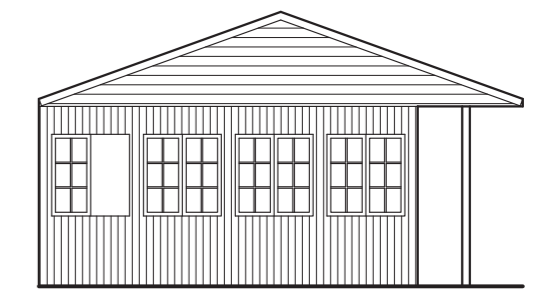
3



SIDE ELEVATION

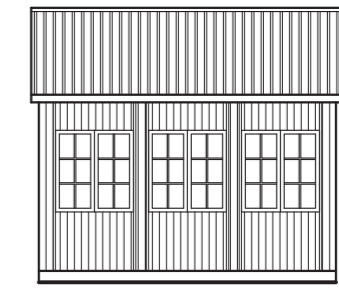


FLOOR PLAN

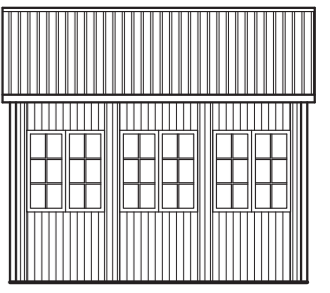


SIDE ELEVATION

Area: 25.152 m²
Volume: 76.97 m³



FRONT ELEVATION



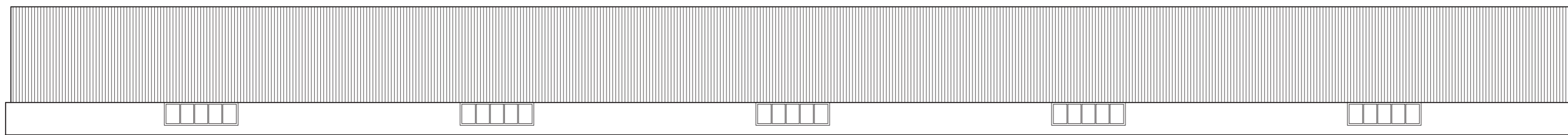
REAR ELEVATION

5

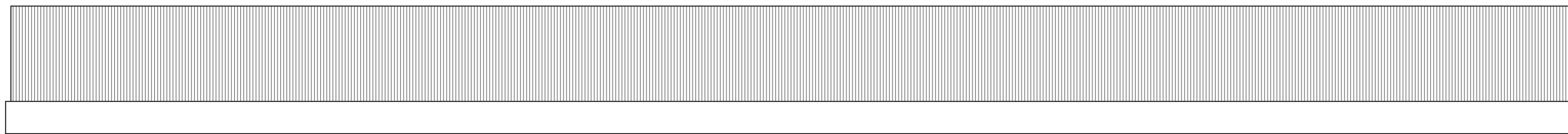


FLOOR PLAN

Area: 561.145 m²
Volume: 1666.60 m³



SIDE ELEVATION



SIDE ELEVATION

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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Existing Floor Plans
+ Elevations

Status: Planning

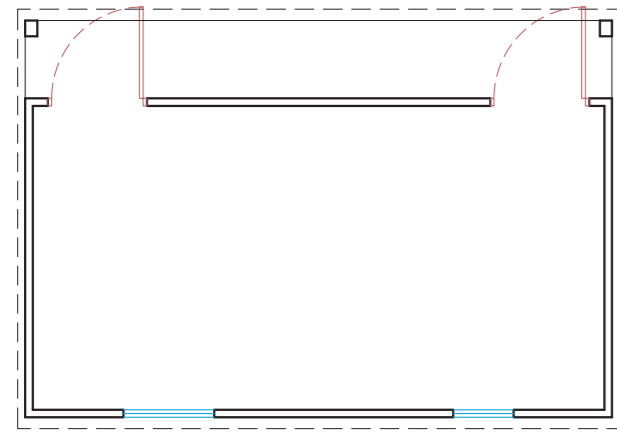
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Drawing no: 3342-PL-E1

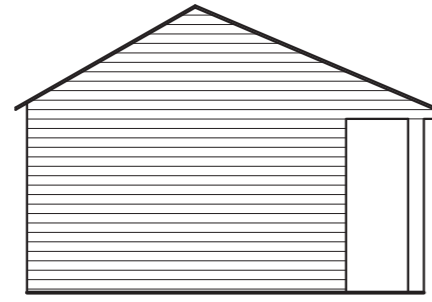
Prepared by: Murshed Ahmed Rinku
BArch MScURP

Date: 29-Dec-2022

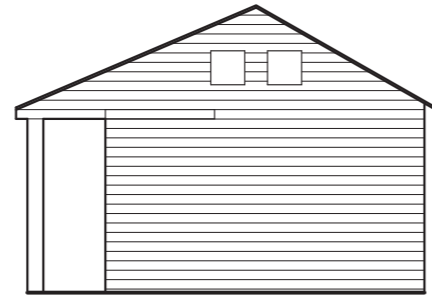




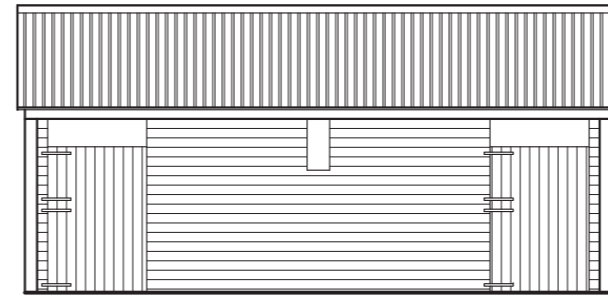
FLOOR PLAN



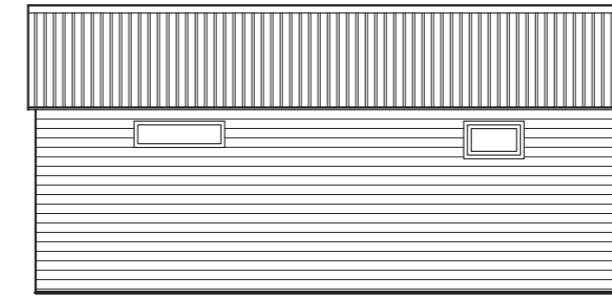
SIDE ELEVATION



SIDE ELEVATION



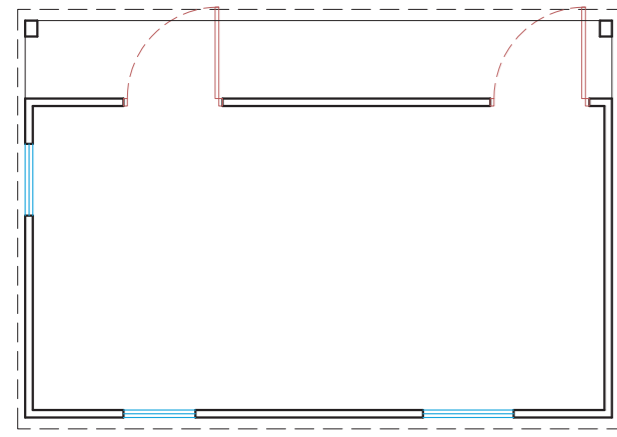
FRONT ELEVATION



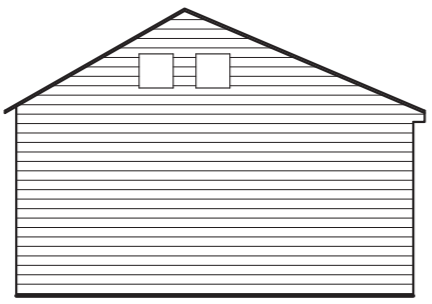
REAR ELEVATION

Area: 40.74 m²
Volume: 127.52 m³

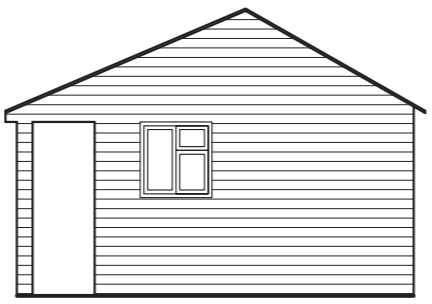
7



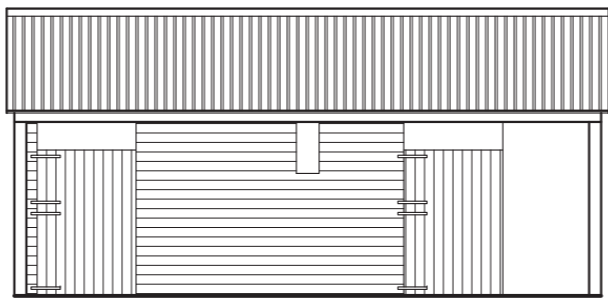
FLOOR PLAN



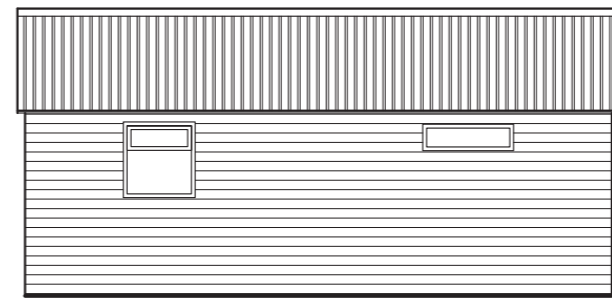
SIDE ELEVATION



SIDE ELEVATION



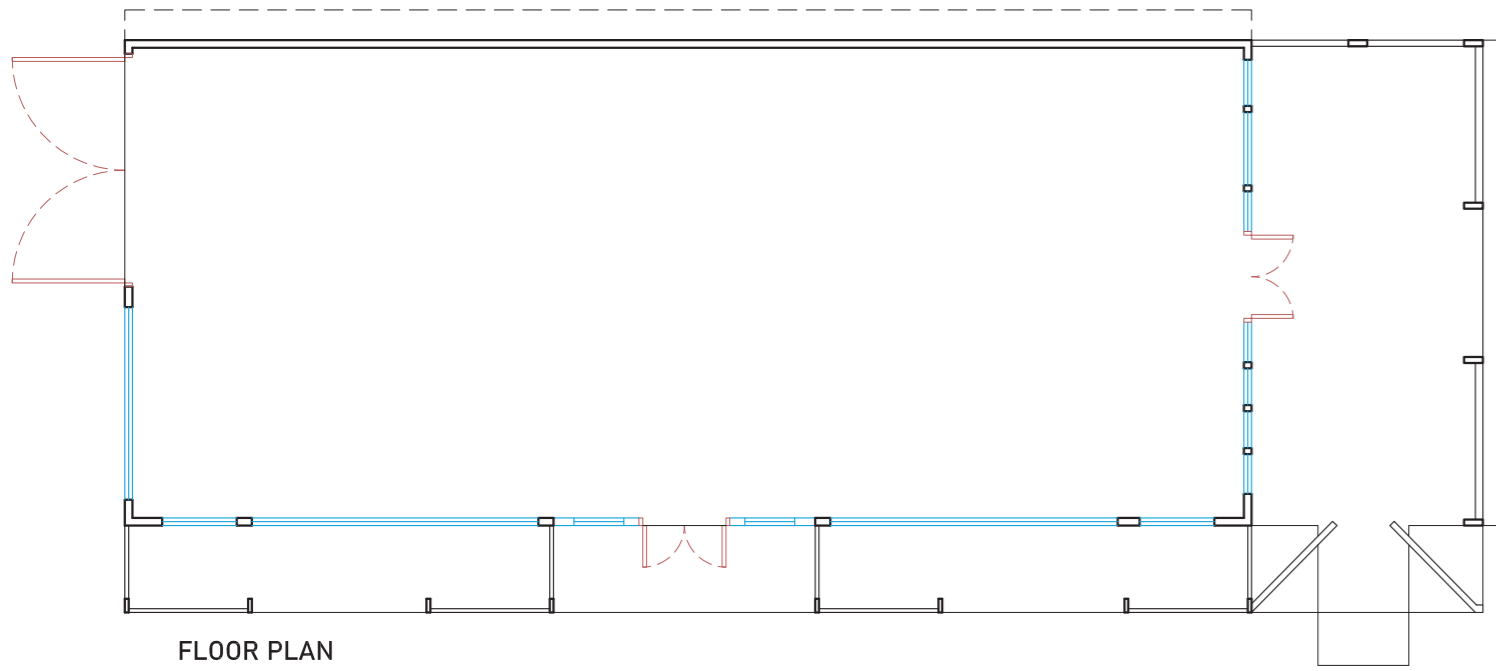
FRONT ELEVATION



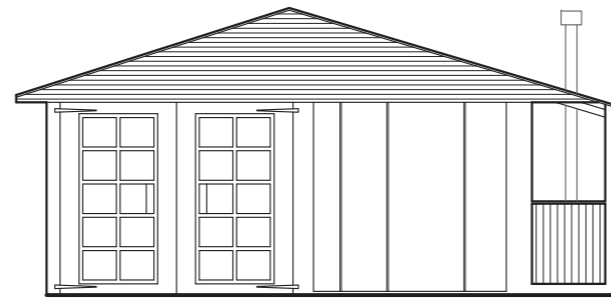
REAR ELEVATION

Area: 40.74 m²
Volume: 127.52 m³

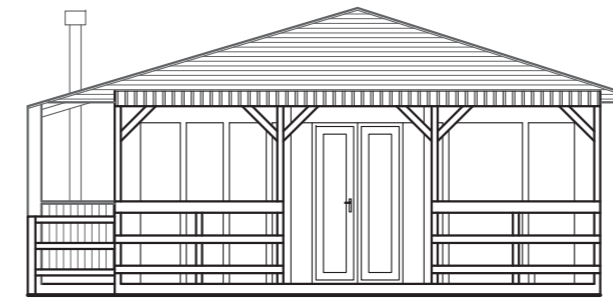
6



FLOOR PLAN



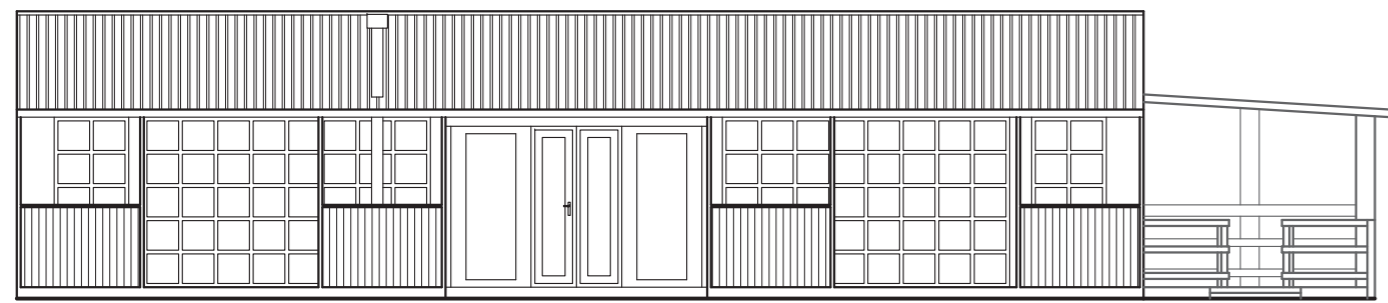
SIDE ELEVATION



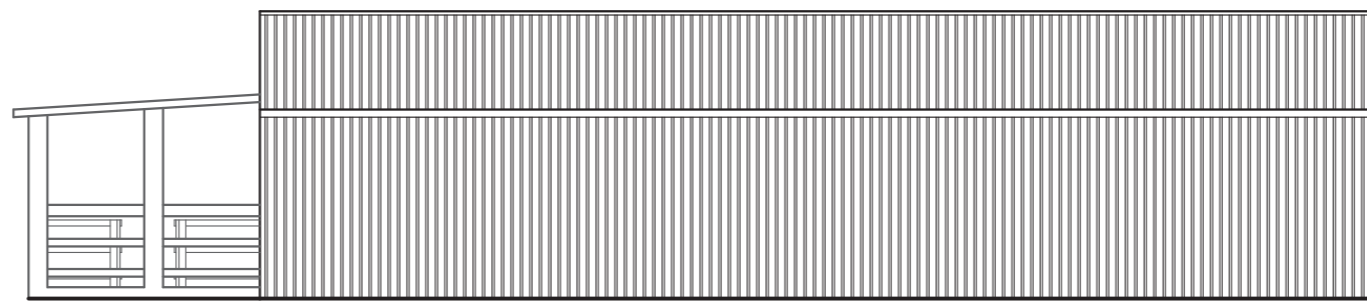
SIDE ELEVATION

Area: 132.44 m²
Volume: 417.19 m³

4



FRONT ELEVATION



REAR ELEVATION

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Planning
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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Existing Floor Plans
+ Elevations

Status: Planning

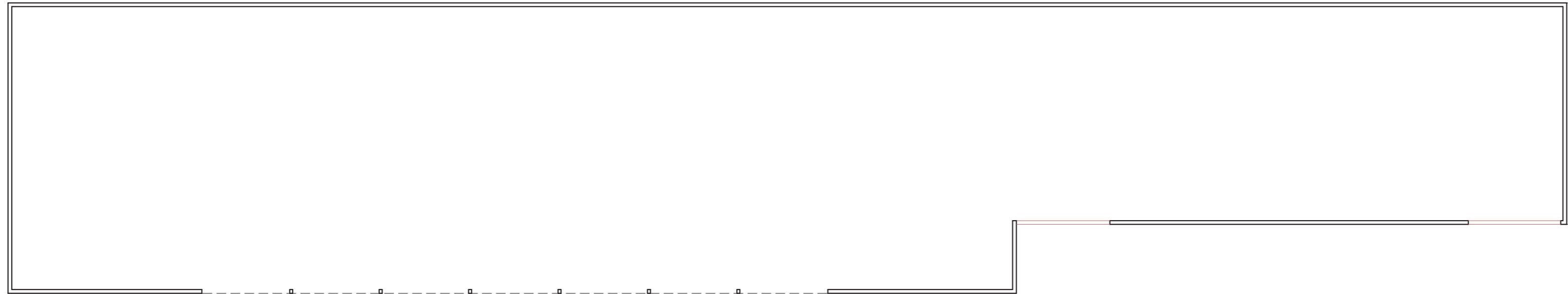
Scale: 1:100 @ A2

Drawing no: 3342-PL-E2

Prepared by: Murshed Ahmed Rinku
BArch MScURP

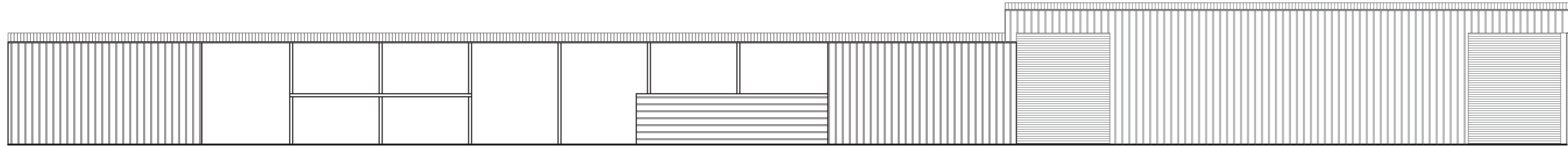
Date: 29-Dec-2022



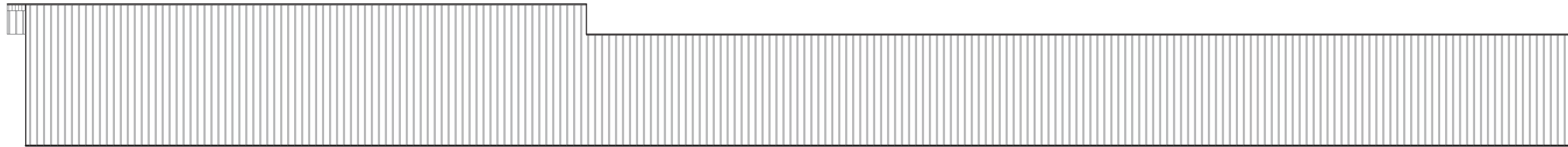


Area: 298.95 m²
Volume: 962.62 m³

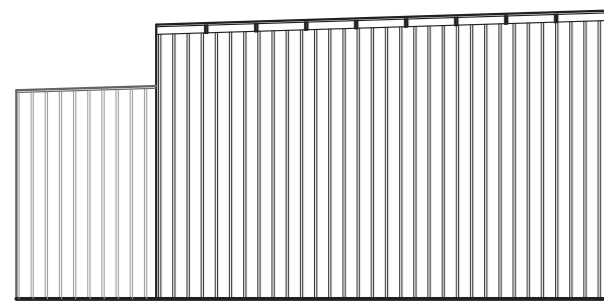
FLOOR PLAN



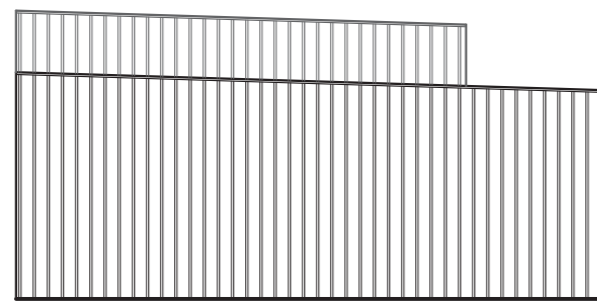
FRONT ELEVATION



REAR ELEVATION

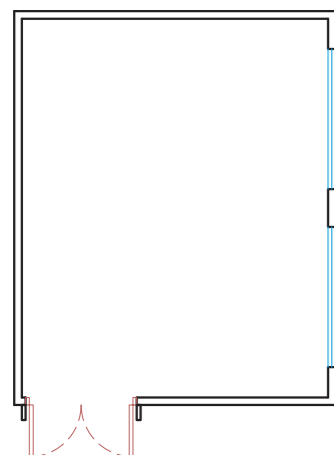


SIDE ELEVATION

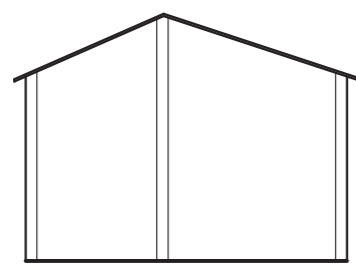


SIDE ELEVATION

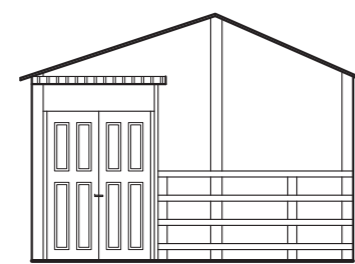
9



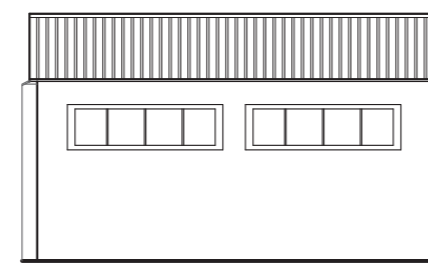
FLOOR PLAN



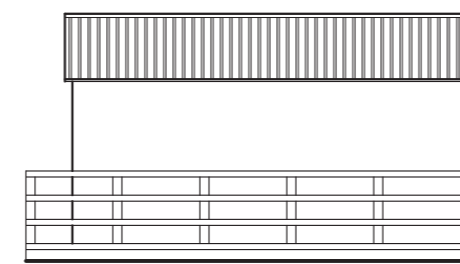
REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



SIDE ELEVATION

8

Area: 22.14 m²
Volume: 63.10 m³

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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Existing Floor Plans
+ Elevations

Status: Planning

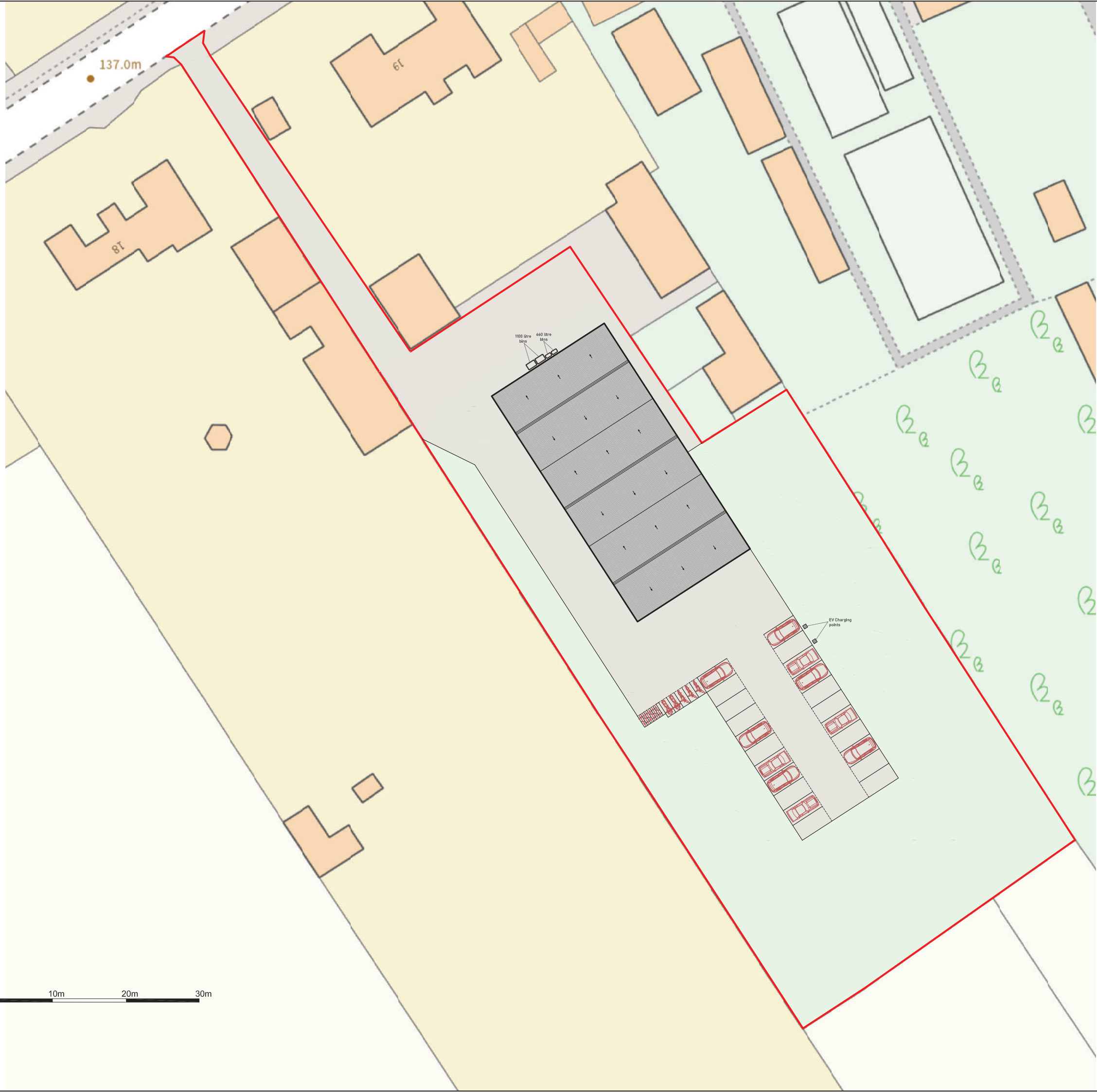
Scale: 1:100 @ A2

Drawing no: 3342-PL-E3

Prepared by: Murshed Ahmed Rinku
BArch MScURP

Date: 29-Dec-2022





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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Proposed Site Plan

Status: Planning

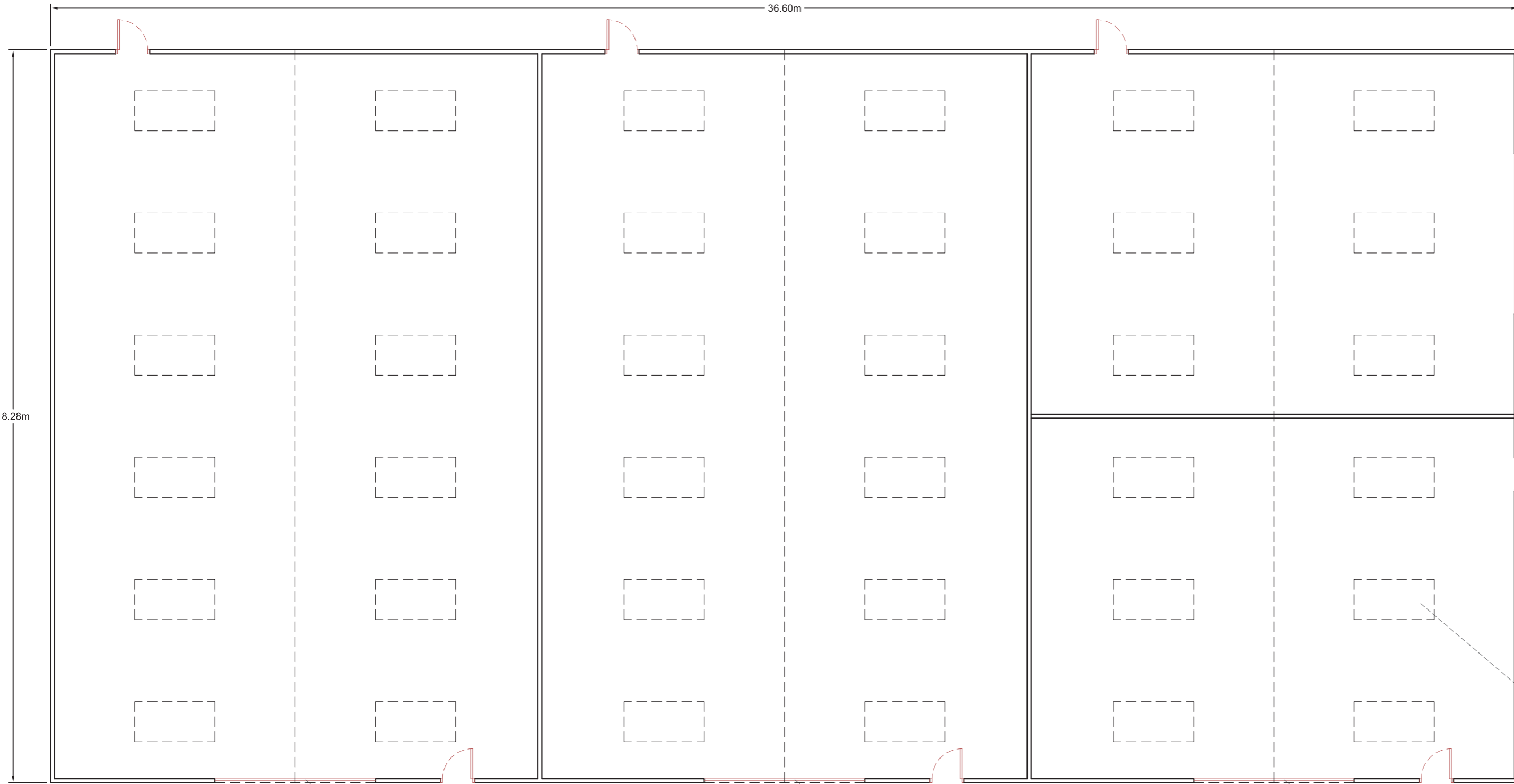
Scale: 1:500 @ A3

Drawing no: 3342-PL-S2

Prepared by: Murshed Ahmed Rinku
BArch MScURP

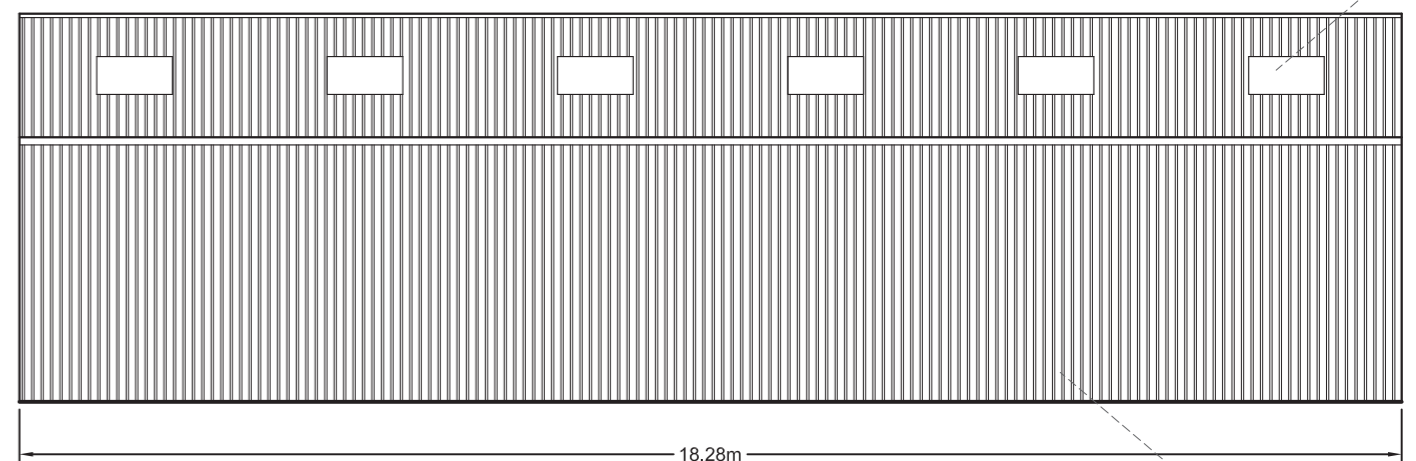
Date: 13-Jan-2023





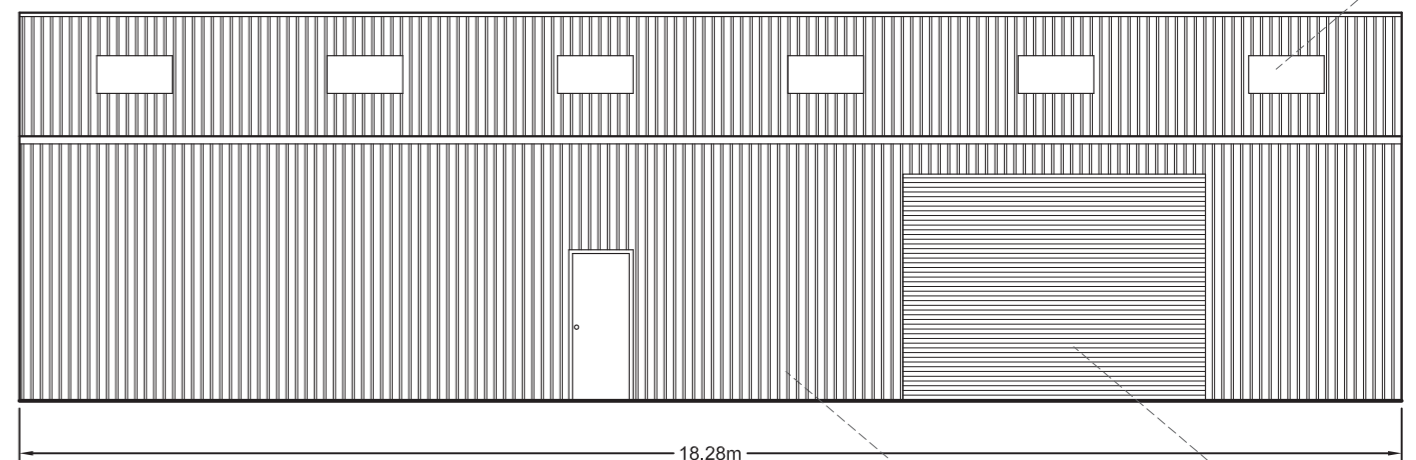
FLOOR PLAN

Roller shutter door
Roller shutter door
Roller shutter door



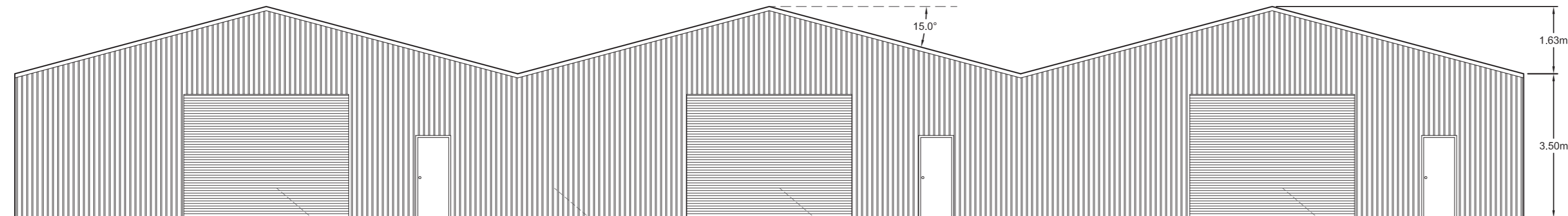
SIDE ELEVATION

Roof light
Roller shutter door



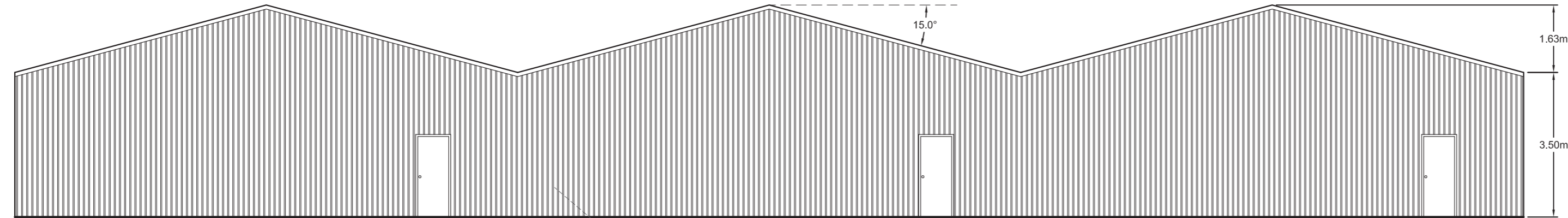
SIDE ELEVATION

Roof light
Roller shutter door
Juniper Green box profile steel sheet



FRONT ELEVATION

Roller shutter door
Juniper Green box profile steel sheet
Roller shutter door
Roller shutter door



REAR ELEVATION

Juniper Green box profile steel sheet

Area: 669.05 m²
Volume: 2890.30 m³

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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Proposed Floor Plans + Elevations

Status: Planning

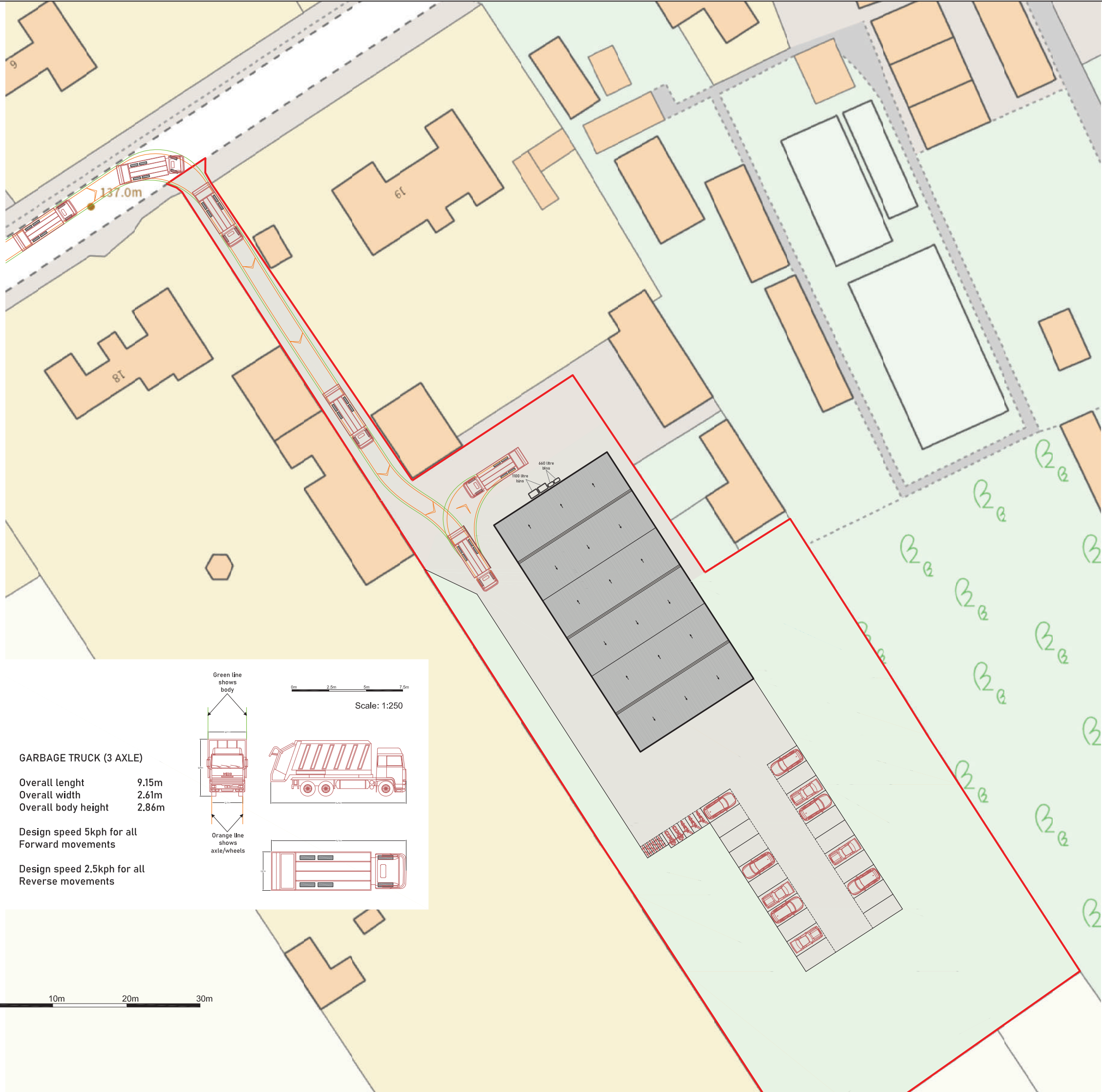
Scale: 1:100 @ A2

Drawing no: 3342-PL-P1

Prepared by: Murshed Ahmed Rinku
BArch MScURP

Date: 10-Jan-2022





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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Refuse Tracking Plan

Status: Planning

Scale: 1:500 @ A3

Drawing no: 3342-PL-T1

Prepared by: Murshed Ahmed Rinku
BArch MScURP

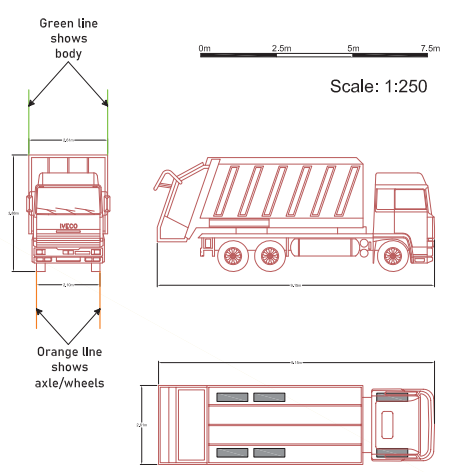
Date: 13-Jan-2023

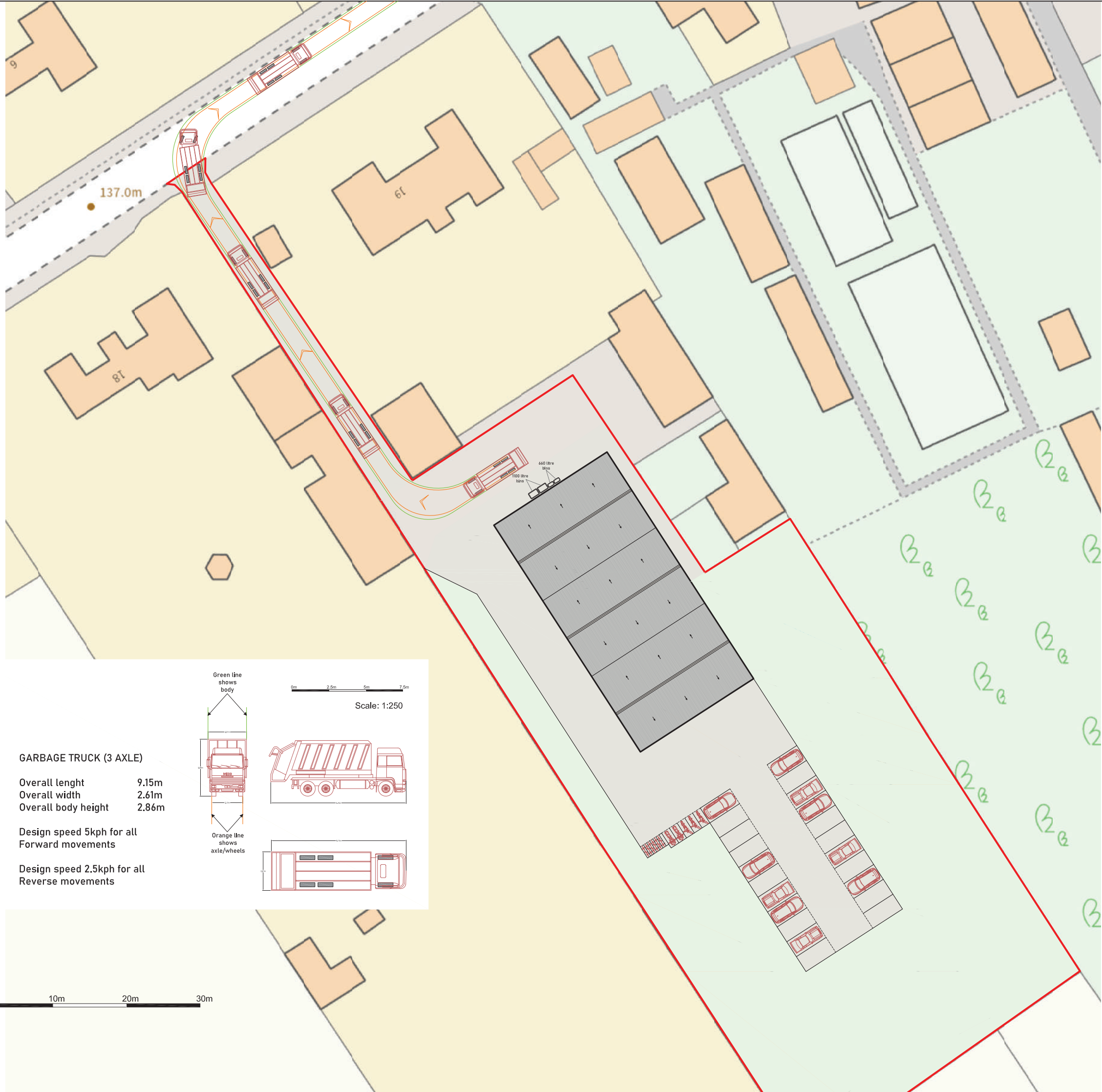
GARBAGE TRUCK (3 AXLE)

Overall length 9.15m
Overall width 2.61m
Overall body height 2.86m

Design speed 5kph for all Forward movements

Design speed 2.5kph for all Reverse movements





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Project: 19 Croydon Lane
Banstead
Surrey
SM7 3BW

Title: Refuse Tracking Plan

Status: Planning

Scale: 1:500 @ A3

Drawing no: 3342-PL-T2

Prepared by: Murshed Ahmed Rinku
BArch MScURP

Date: 13-Jan-2023

GARBAGE TRUCK (3 AXLE)

Overall length 9.15m
Overall width 2.61m
Overall body height 2.86m

Design speed 5kph for all Forward movements

Design speed 2.5kph for all Reverse movements

